

Dis't Att'y Clyne for a conference, Redfield told reporters that the government would move slowly. At the same time the secretary showed lack of knowledge of certain bureaus of his department and must depend on the actions of subordinates.

"In the sinking of the Eastland there is some other factor than overloading and the condition of the hull," declared the secretary. "She has often carried 2,500 passengers before and there must have been some other factor. The explanation of why the Eastland went down is at the bottom of the river. This is a time for patience, not for hasty action."

Secretary Redfield had no knowledge of the condition of the Eastland's hull. This is under the supervision of the American Bureau of Shipping, supported by the insurance companies. The secretary was unable to say whether his department had any control over the bureau.

Solicitor Thurman, acting sec'y of the U. S. Steamboat Inspection Service, arrived from Washington with Redfield and resented interviews with Victor Olander, president of the Lake Seamen's union, has given out regarding his department.

"The only reason Olander accuses the federal department is because he is interested in the seamen's law and wishes to trade on calamity.

"Why does not Olander accuse the captain of the boat?

"Why does not Olander accuse the owners of the boat?"

While federal officials were preparing to proceed slowly, Coroner Hoffman and State's Att'y Hoyne were co-operating in pushing their investigation.

Every person who had any connection with the boat, before or after it was wrecked, was to be brought before the coroner's jury and interrogated.

Plans were afoot to have the Eastland raised and docked so her hull can be thoroughly examined. Dredges were at work in the river.

The coroner declared the boat would be raised without the use of dynamite to prevent the destruction of what may become important evidence.

Divers who have been to the bottom of the river declared that at least 200 bodies were still in the water. Some of them, it was believed, had been caught under the boat's hull and would be ground beyond recognition.

The Eastland has settled three feet since Saturday.

Officials of the steamboat company were the first witnesses to be called before the coroner's jury.

Walter K. Greenbaum, general manager of the Indiana Transportation Co., had heard stories of there being something wrong with the Eastland before he leased it to help his company handle the Western Electric picnic crowd.

"I didn't pay attention to the rumors, for I have heard the same of other boats on the lake," said Greenbaum while being grilled in Coroner Hoffman's investigation.

"The refrigerator in the ballroom fell with a crash upon the ballroom floor eight minutes before the boat turned over," R. J. Moore, 6217 Ingleside av., told the investigators. "The crash was heard all over the ship," he said. "That was the first big dip the ship took. There was still ample time to have gotten the boat under control and the people off. The refrigerator weighed a ton and a half. It took some slant to topple it.

"Before getting aboard I saw five or six streams of water, about 12x14 inches, pouring from the ship."

The opinion has been expressed that the water Moore saw was ballast being pumped out to permit more passengers to be taken aboard without the ship grounding.

Daniel W. Gee, 708 Laurel, Western Electric employe who assisted in distributing the tickets, said big blocks of tickets were sent to one man in each department and the men charged with them.